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KTM IN 2015

DIRTY LANT MACHINES

INTRO BY GEOFF MEYER IMAGES R.SCHEDL

When Antonio Cairoli stood on top of the podium at the Grand Prix in State of Goias in Brazil and accepted his 8th world motocross championship it wasn't the start of the KTM taking control of the motocross scene worldwide.





The orange army have been building to world domination since they got serious about racing in both Europe and America, but victories in the 2014 MXGP and MX2 world championships and the 2014 AMA 450cc championship shows KTM is the bike to be on if you want success.

It isn't just about the big boys though for KTM as they develop their whole livery of machines, from the 450cc right down to their 50cc machine. And did we mention their superb Enduro machines? It just goes on and on and KTM continue to bring success to that special company in the hills of Austria.

Check out some short information on the bikes that are made for champions and beginners. It's pretty impressive.

With the 450 SX-F, KTM has a winning motorcycle in its range, which derives its potential from a high-capacity engine and a chassis perfectly tuned to the power unit. The 450 SX-F is the no. 1 choice for the official KTM factory team in the AMA Championship. No wonder; the compact SOHC engine guarantees brutal yet controllable power with its revolutionary injection technology. Above all, the 450 SX-F scores highly compared with other large 4-strokes in terms of performance and handling. Ideal for every motocross rider who sees plenty of torque, ample on-tap power and a controllable ride as their complete package.

The 350 SX-F continually causes a real sensation! In 2013, it succeeded in winning the MX1 World Championship in commanding style for the third time in succession and in dominating the MX of Nations. Toni Cairoli clearly has complete control of this class with his 350 SX-F and he loves this ingenious concept of low weight, playful handling and rev-oriented engine characteristics. A unique recipe for success, from which professionals benefit just as much as amateurs.

The 250 SX-F has been an estab-





lished force in the MX2 World Championship for years now. In addition to the world title, it also won the prestigious AMA Supercross Lite Championship in 2013. All over the world, in both professional and amateur classes, the 2013 motorsport season was very successful for the 250 SX-F - and the 2014 season promises to be no different. In MY 2015, the feisty 4-stroke hits the scene with further improvements to engine and chassis - a performance package that will continue to dominate the MX2 class.

The 250 SX is regarded as the motocross motorcycle with the best power-to-weight ratio. The lightweight 2-stroke engine scores highly with unrivalled performance packed in an extremely light chassis - a formidable rival for the costlier 4-stroke competitors.

In 2015 the 150 SX can bare its teeth even more effectively as the 250cc 4-strokes with its strengthened engine - not least, thanks to its unbeatably low weight.

The 125 SX has long since established itself as the undisputed top dog above all in junior race series and as a springboard to the professional leagues. Powered by a high-performance 2-stroke engine with exhaust control system and 6-speed transmission, the 125 SX has been further improved for the 2015 model year, ensuring it will maintain its popularity with young champions in future.

In the junior class from 11 to 15 years of age the 85 SX is regarded as a winning bike in this scene, there are no longer any beginners pootling around. This is where future champions fight for victory, whether it be in the Junior WC or a regional championship. With the most powerful engine in the field and an ultra-light, sturdy chassis, it has nothing to fear from any full-size bike.

65 SX is an absolutely fully-fledged sports machine for up-and-coming riders from around 8 to 12 years of age, up to a height of 1.60 m. The 65





SX defines the benchmark in its class in terms of performance, handling, equipment and workmanship.

KTM 50 Mini 2015: The perfect launch-pad into the MX world. A real KTM for young crossers from the age of about 4 to 10 and a height of up to approx. 1.30 m. A real motorcycle with high quality components that's child's play to control and whose engine excels with linear power development and a beginner-friendly automatic clutch.

KTM ENDURO 2015

In order to celebrate KTM's successful Enduro racing season, the ultra-cool 2015 KTM EXC FACTORY EDITION range, with various upgrades over the standard models, are now available to purchase in KTM dealers.

With KTM being the dominant brand in Enduro racing, and following on from more success in the Enduro World Championship with Christophe Nambotin and Matthew Phillips taking the title wins in E1 and E3 along with many individual and national titles during 2014, KTM is excited to announce the release of its limited KTM EXC FACTORY EDITION MY15 machines.

Compared to the standard versions, these special models have received various detail upgrades with parts and accessories designed to the very highest level by KTM's R&D department in Mattighofen, Austria. The increased specification of the FACTORY EDITION machines include genuine factory graphics, orange CNC triple clamps and a factory seat with SDV logos, which offers riders the chance to truly feel like a factory racer.

In addition to that, the bikes are fitted with an orange rear sprocket, engine guard, and newly developed Metzeler FIM tyres. To finish off the full factory look, the bikes also boast a striking orange frame, with orange radiators and fork guards that all make the bike almost visually indistinguishable from the true factory race machines and are sure to make these special editions stand out from the crowd.



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5 STORIES OF 2014

STORY BY GEOFF MEYER IMAGES SIMON CUDBY AND RAY ARCHER

Each season brings some pretty interesting stories, be it a rider dominating, or an injury. 2014 was both a brilliant season for close, exciting racing, but also saw the unfortunate injury to Joel Roelants at the GP of Mantova. What this season has seen though is an upturn in worldwide interest in the MXGP series and thanks to people like Jeffrey Herlings, Antonio Cairoli, Giuseppe Luongo and many others the sport is growing fast in Europe, in a time when motocross is suffering in other parts of the world. Mainly due to the credit crisis that continues to make business and sports struggle. No doubt a lack of finances don't give young riders the chance to buy new bikes or gear,





yet still the motocross industry see's companies like KTM, Honda, Kawasaki, Yamaha and Suzuki invest huge dollars into the 2015 MXGP season.

Anyway, here are some of the bigger news stories from 2014.

Joel Roelants injury: It wasn't a news story anyone wanted to talk about, but the injury Joel Roelants always puts a shudder through the motocross world. Roelants a rider who had had his share of success in the Grand Prix series had moved to his own team in 2014 and was working hard to bring the results he was used to. His crash in Mantova was a harsh reminder that motocross is a sport that can be so beautiful, but also give so much pain and agony. Roelants showed though that his fighting qualities in the sport he loves didn't leave him in his biggest challenge. Respect to the Belgian who always left his share of sweat and blood in his races.

Ryan Villopoto to MXGP:

The biggest news the sport has seen, no doubt about it. This isn't just any rider moving from America to Europe. Unlike the likes of Pourcel, Musquin, or Roczen who were very good 250cc champions moving from Europe to America, Villopoto is the best of the best in America, be it 250cc or 450cc. He is in the middle of his great career, riding better than ever and what he brings to the MXGP series isn't just speed, but an interest from the whole world. It doesn't





matter if you love or hate Americans attitude to the world, their boasting of how great they are or how great their sportsmen are, you have to love what Villopoto is doing. I for one will be hoping he can mix it up with Antonio Cairoli in 2015 and I can't think of too many who really want to see the American fail.

Jeffrey Herlings injuries: While Herlings injury filled season can never be compared to the devastation that Roelants must have gone through, for the Dutchman it was a season he will always look back on with possible regret and a lot of disappointment. From his early season knee injury, to his late season shoulder injury 2014 was a weird season for Herlings. Unbeatable on the bike, yet still losing the title by four points. I can't even imagine how often he must be going over the rounds he missed (Brazil and Brazil) and wonder had he ridden and scored those four points. Both rounds had little amount of MX2 riders and scoring 4 points must have seemed easy looking back. Still the King of the sand will be back in 2015 and I for one can't wait to see how he performs. In my opinion the fastest motocross rider in the World and I sure hope he gets to race at least one MXGP round next year.

Gautier Paulin signs with HRC. You know at times in 2014 the Frenchman was the man of the moment. His style is just beautiful to watch and he is probably the friendliest guy in the paddock. Always open for talking to fans or speaking to the press his mar-









ket value continues to grow. Word inside the HRC camp is that the new 450 Honda is a big improvement on the 2014 version and Paulin on a bike that he feels comfortable on means a lot. As far as what he earned, rumours of a million euro are probably a little over the top, but one thing is for sure, if Paulin can beat Ryan Villopoto and Antonio Cairoli in 2015 his salary in the future will be worth well over the million euro. Sometimes nice guys did end up first. Good luck in 2015 Gautier.

USGP in 2015: Youthstream keep pulling big stories out of their press centre, and this was one we are all happy about. The Glen Helen circuit which will host the 2015 USGP is possibly the most spectacular circuit in the motocross world. While they have run USGP's there in the past the inclusion of Ryan Villopoto (in possibly his last ever race before he retires) could make this an epic event. Now add the fact the Team USA riders could race the event and gain some type of mental advantage over their MXoN rivals (which is run a week later) and we have the making of one of the best races of the season. Wouldn't it be cool to also see Jeffrey Herlings on the line in the MXGP class!!! Bring on Glen Helen.

KTM domination: It's been said before, but the fact KTM won the MXGP and MX2 world titles and the AMA 450 title, not to mention a bunch of European titles make them rather eas-

ily the strongest team in motocross. Obviously bike sales have also grown at an alarming rate as riders want to duplicate the performances of riders like Antonio Cairoli, Ken Roczen, Jeffrey Herlings and Jordi Tixier. The whole concept of how KTM do business and promote their product is so far ahead of their rivals that is often seems like a one horse race. What will be interesting in 2015 is can they beat Ryan Villopoto and Ken Roczen for FIM and AMA glory. Now that will be interesting and for sure their biggest challenge to date.

Roczen to Suzuki: A move which disappointed many. With KTM the German rider had really shown major steps in a career that was always going to be successful. I loved the combination and watching him win the AMA 450 title this year just made following the American series all the more interesting for the euro fans. KTM also did a lot to promote Roczen as did/do FOX Racing and Red Bull. Whatever happens in 2015 the move from Roczen away from KTM was surprising as it seemed nobody could match the bargaining power of the orange army. Rumour is that KTM actually couldn't deal with having two top line riders under the same tent and went with Dungey. Of course we will never know, but let us hope that both KTM and Roczen have success next year.

Jeremy Martin American 250 champion: Who? It isn't a hard name to remember, but the way the young American burst onto the scene was a breath of fresh air for the sport in USA. Seems like a nice kid with a lot of determination as shown at the MXoN when racing with a broken foot. He might not be at the level of guys like Roczen and Tomac just yet, but his future looks bright and another 250 title in 2015 wouldn't be a surprise.

Jordi Tixier world MX2 champion: Of course while Tixier is a sweet guy and a very talented rider his world championship will always be looked at similar to that of Steve Ramon in 2003 (who won the title after Josh Coppins lost a 100 point lead after picking up an injury), or maybe be mentioned with the likes of Michael Maschio, Marcus Hansson or some of the other riders who showed great results one year to be crowned world champion, yet never produced anything ever again. Tixier is good enough to be a top five rider even when he moves to the MXGP class. A brilliant style on the bike and a friendly young man. Let us hope he can dodge the tag of a one hit wonder.



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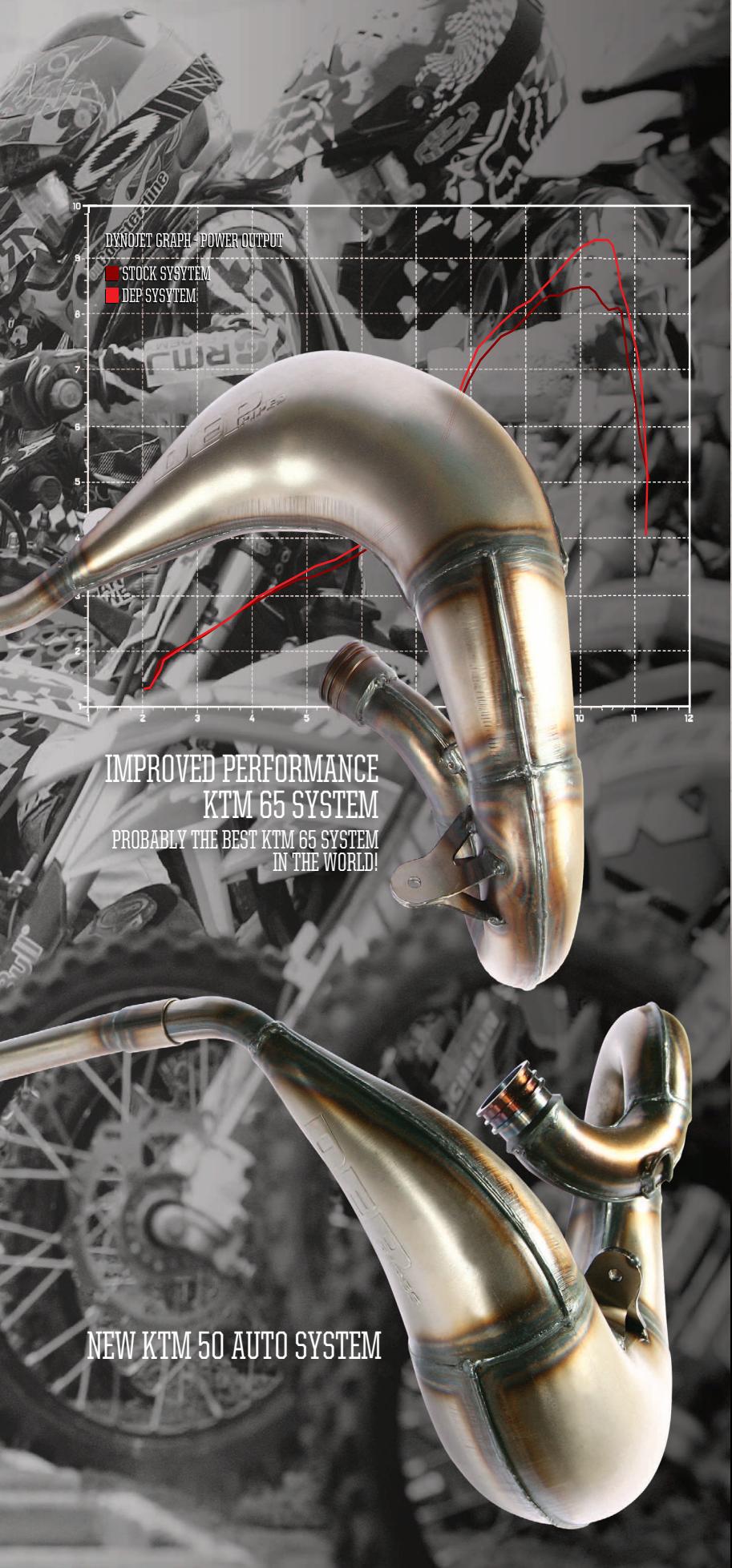


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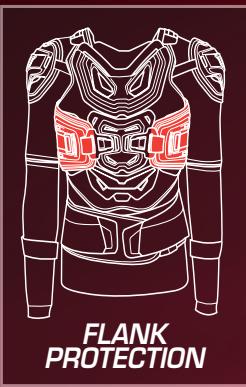
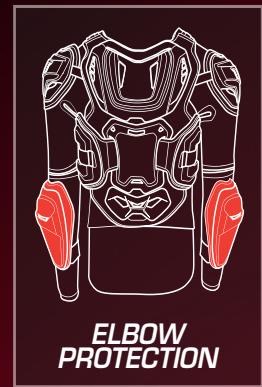
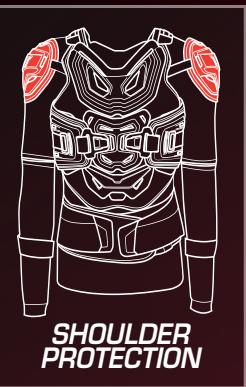
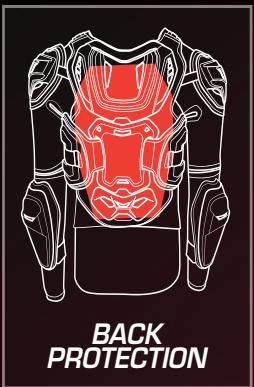
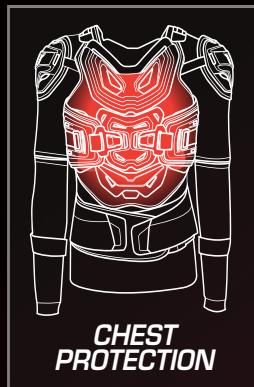
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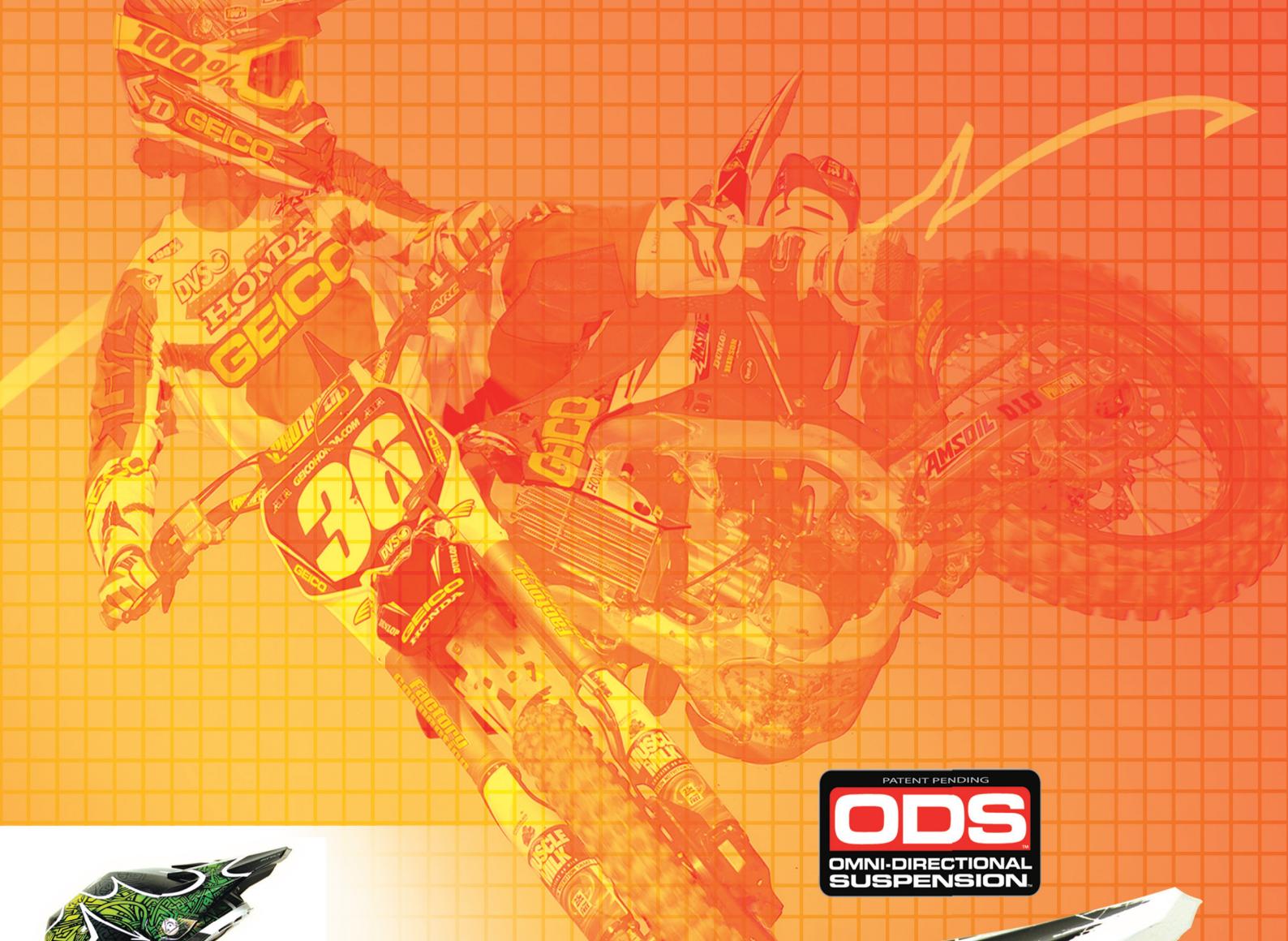


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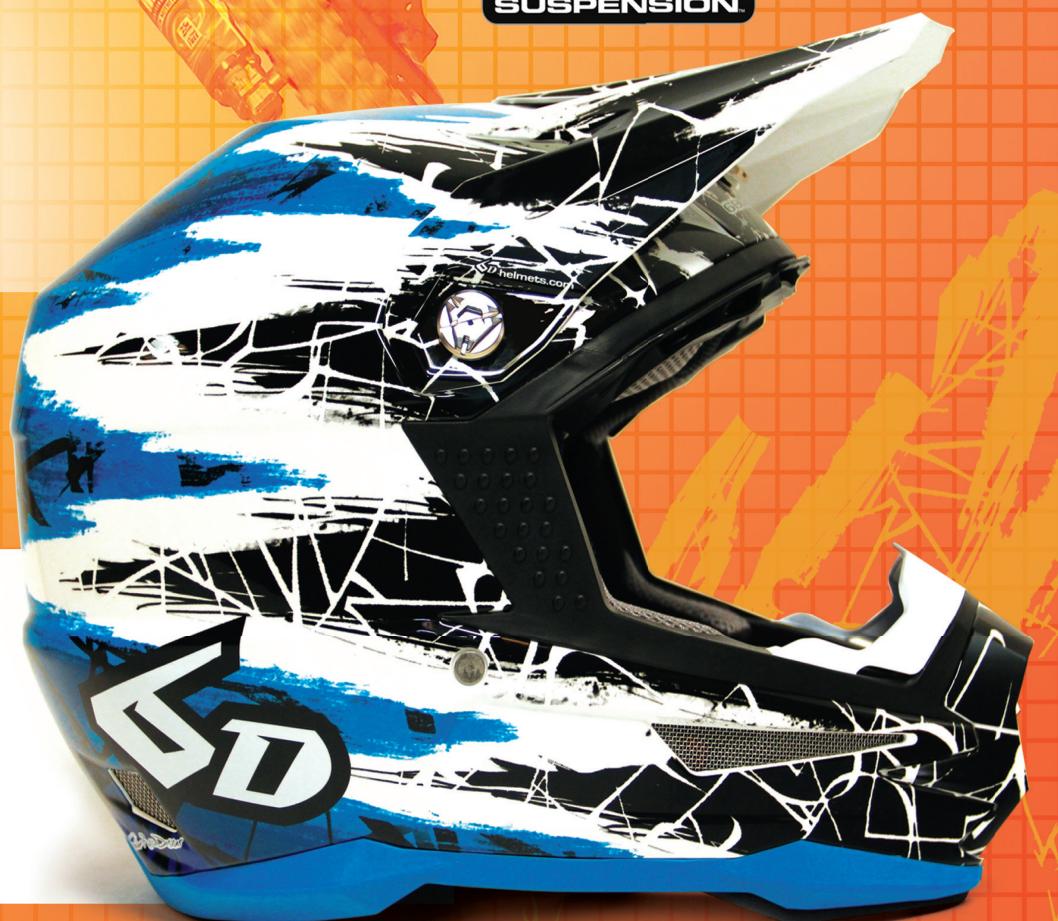
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DAKAR 2015

The 37th edition of the Dakar, the seventh to be held on South American soil, will bring back the loop format with a course starting in Buenos Aires on January 4 and ending in the same city on January 17. The 414 vehicles on the start list and their drivers and riders will tackle over 9,000 kilometres of roads, tracks and dunes in their quest through Argentina, Chile and Bolivia. With the motorcycle and quad rest day scheduled for a different date, the battle for glory will rage day after day, perhaps to be decided in the marathon stages all vehicles will have to face this time round...

It is no longer as much an event as a ritual. Drivers and riders flock to the Dakar presentation conference to find out as much as they can about the course they will be facing in January. It also sees the big teams fire the opening salvos in the media war. It may look like a simple bivouac get-together, but competitors are already keeping a watchful eye on one another. The deck has been thoroughly shuffled this year. Marc Coma, the defending champion in the motorcycle category, will no longer have to ride with his “frenemy”, but he faces stiff competition: the Joan Barreda-Hélder Rodrigues-Paolo Gonçalves trident makes the HRC a credible threat, while Olivier Pain (third in 2014) has set his sights on loftier goals at Yamaha, where he has been joined by Juan Pedrero. Meanwhile, in the car category, Peugeot’s Dakar comeback raises as many questions as it does expectations. Peugeot has put together a strong team, but how far can the

two-wheel drive 2008 DKR buggy go in its Dakar debut? Stéphane Peterhansel, Carlos Sainz and Cyril Despres have a combined total of 17 titles, but that means nothing unless they can see off the Mini challenge on the course. X-Raid’s constant improvements have made its car highly reliable and competitive, enabling it to claim seven of the nine podium spots available in the last three editions. The German team will be banking on Nani Roma’s ambition, as well as Nasser Al-Attiyah, Krzysztof Hołowczyc, Orlando Terranova and Guerlain Chicherit in a buggy, to extend its dominance. Giniel De Villiers, the only driver able to prevent a Mini whitewash on the podium since 2012, will once again seek to thwart their plans at the wheel of his Toyota Hilux. Ignacio Casale, who won Chile its first Dakar title in the quad category in 2014, will also have his work cut out to see off challenges from Rafał Sonik, Sergio Lafuente and others. In the truck category, Gerard de Rooy will



want to make up for letting Karginov (Kamaz) win by a nose last January, but will also have to reckon with Veka Man's surprise new recruit, Aleš Loprais.

The only way to complete the Dakar is through a combination of endurance and determination. The competitors will have an additional problem to resolve on the 9,000 kilometres to be covered in Argentina, Chile and Bolivia: adopting and maintaining the right momentum, while the route continuously endeavours to break it. Depending on the day, both the setting and the pace will change, moving from rocky routes to desert dunes and from endurance stages to extreme sprints. Given the competitors' inability to recognize clearly identified sections, in particular they must capitalise upon their ability to adapt... and to control their stamina. The marathon stages will definitely remind them of this basic rule of off-road races.

The Dakar tests competitors and their vehicles in extreme endurance. The marathon stages, where drivers cannot use their assistance teams, are a particular test of their ability to independently manage their mechanics. This year, cars and trucks, which have not taken part in a marathon stage since 2005, will have to tackle this additional difficulty.

Split over two days, a marathon stage involves some of the competitors spending the night in an isolated bivouac. The vehicles are taken into a closed area, where only help between competitors is authorised. Despite the technical challenge which this constraint represents, the drivers also enjoy a different, highly convivial atmosphere. In Uyuni, it will be the

car teams which will spend a night apart, followed by the motorcyclists and quad bikers the next day. The truck category will have its own dedicated bivouac in the middle of the Atacama Desert.

To make organisation of the marathon stages possible, a new system has been set up at the heart of the extended stay in Iquique. So, on 11th January, three races will take place on three different routes and in two countries. This meant there was also a need to incorporate staggered rest days for the motorcyclists and quad bikers.

For several years now, the organisers have used their in-depth knowledge of the South American terrain to refine the routes and offer specific features for each category. For the 2015 edition, the motorcyclists and quad bikers will face an additional difficulty, with a particularly dense second week: four marathon days in total. 35% of the kilometres they cover without the cars and trucks will be in the form of special stages.

Different routes and rest days also gives the car teams the opportunity to fully demonstrate their potential, both in terms of driving and navigation. With 1,382km of open space (a third of the special stages) the cars will be able to compete without being slowed down by overtaking... and will also enjoy routes on virgin terrain. The truck drivers will find themselves in this situation for more than 600km.

Nearly fifteen million people live in Greater Buenos Aires, which has emerged as an economic and cultural hub of South America. The striking diversity of its neighbour-

hoods, from the modernity of Puerto Madero to the faded charm of Palermo and the bustling quarters of La Boca and San Telmo, thrills even the most widely travelled visitors. For the Dakar, however, the Argentine capital represents much more than a tourist destination. It is, above all, here that it all began (again)! After the 2008 edition was cancelled, the rally needed to bounce back and Porteños welcomed drivers from Europe, Africa and Asia with the same enthusiasm as it reserved for its own countrymen. For everyone, the memories of the crowds gathered on the Avenue 9 de Julio, at the foot of the Obelisk, symbolised the start of a new era. From that night onwards, the Dakar felt welcomed with a passion. Even once the 2009 honeymoon period was over, demonstrations of mutual appreciation continued between the rally drivers and their hosts in Buenos Aires, which became the setting for the start and finish of the first three South American editions. After a four year absence, the return to the city is set to be explosive.

As a rule, people visit Iquique as a stopping off point in their visit to the desert in Atacama. With its beguiling seafront, beaches and internationally renowned port, it marks for many the return to a less wild and silent environment. For the Dakar competitors, however, the town's name gives them another feeling entirely and sends shivers down their spines. The rally has been based here since 2010, when it set up its bivouac at the foot of a steep descent which makes the site one of the prime spots of off-road rallies. Hurtling down this huge slope, which features a 30% gradient over nearly two kilometres, the drivers experi-

ence both fear and wonder, blown away by the view over the Pacific Ocean. The unique geography and visual environment leaves the finishers with an enduring feeling of relief. This will provide the ideal setting for the organisation of two rest days that will be located in Iquique for the first time.

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09/01/2015	Antofagasta	Iquique
10/01/2015	Rest day	Bike
10/01/2015	Iquique	Uyuni
11/01/2015	Uyuni	
12/01/2015	Rest day	
12/01/2015	Uyuni	Iquique
13/01/2015	Iquique	Calama
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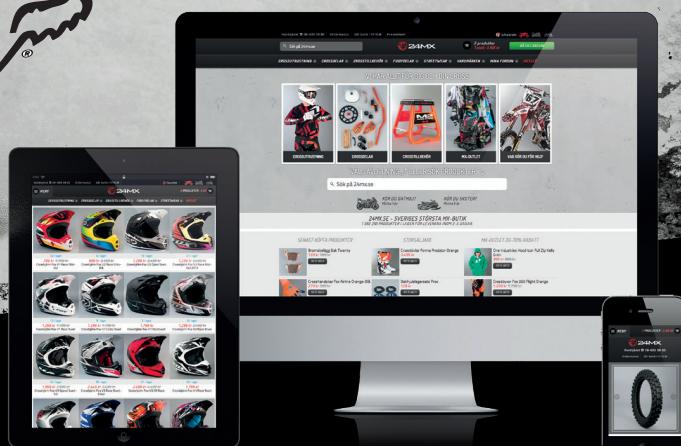
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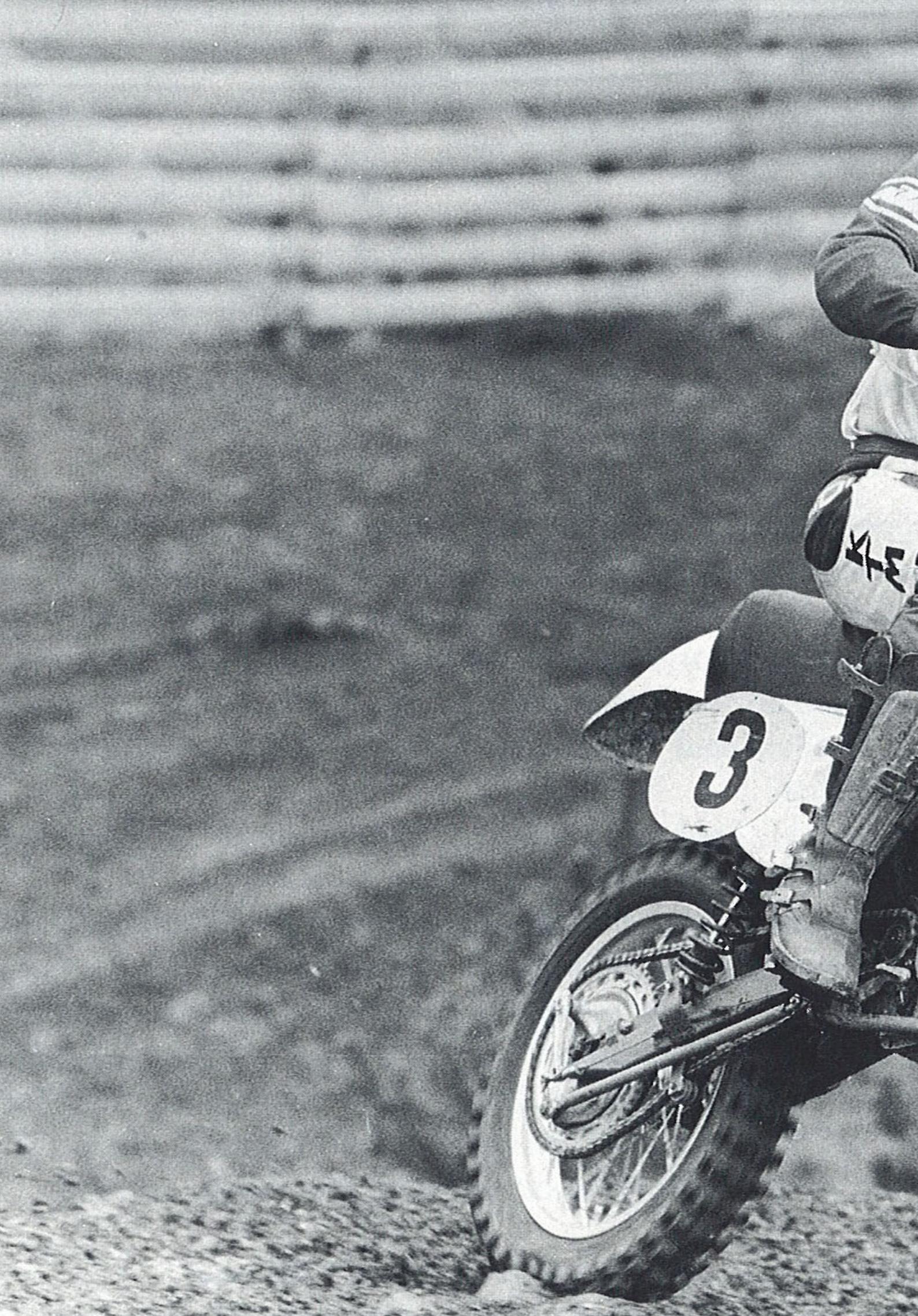


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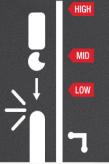
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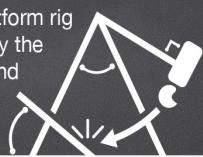
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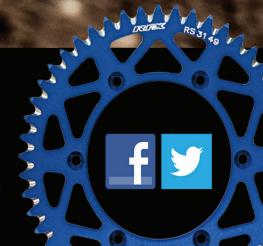
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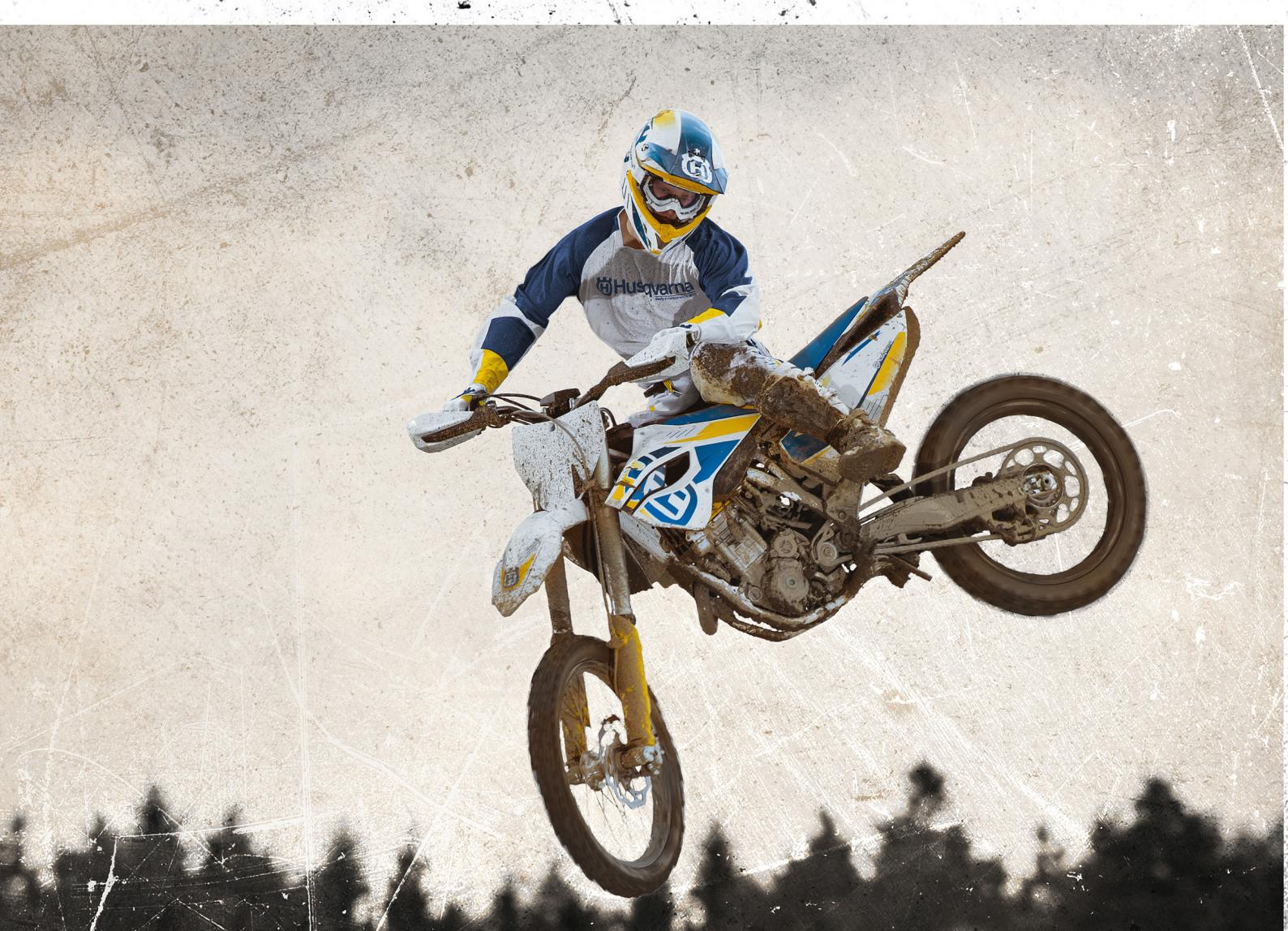
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RENÉT WINS ISDE OVERALL

Capping off what has been an incredible season for the 2014 Enduro 2 World Champion, Pela Renet delivered the goods in at the 2014 ISDE held in Argentina to secure the outright win in the biggest Enduro event in the World. Along with proving to be the fastest rider in the week-long event, Renet also topped the Enduro 2 category on his TE 450 while helping France to victory in the FIM World Trophy classification.







"It felt fantastic to not only win the race with France but to also personally be the fastest rider in the entire event. It's not been the easiest of ISDE races. A lot of people suffered with mechanical problems – the dust made it hard on everyone – but my bike was perfect from start to finish. Overall I didn't have any real problems – only one or two crashes – and that was a major help in a race like this. This is my third ISDE so it's brilliant to win the overall and cap off what's been an incredible season of racing for me."

Starting as he meant to go one, Renet immediately got down to business by claiming a confident victory at the end of the opening day of competition. Another win on day two firmly established the Frenchman at the head of the overall standings. With day three of the race seeing the ISDE's worst rate of attritions for many years – 111 riders failed to see the end of the day – Renet powered on and further extended his advantage. Comfortably poised at the head of the standings he placed inside the top three in the final three days of racing to secure the overall win in the 2014 ISDE.

Enjoying a solid performance in Argentina, Loic Larrieu ended the race as the best performing junior rider. Finishing in an incredible sixth in the overall standings, the Husqvarna rider was rewarded with fifth in the E2 category while guiding France to the runner-up result in the FIM Junior World Trophy category.

Delivering a top ten result in the overall individual standings, USA's Mike Brown ended a tough edition of the ISDE in ninth. Claiming victory on the final day of competition Brown recorded a top three result in the Enduro 3 class. Helping the USA to the runner-up result in the World Trophy class ensured the 2014 ISDE was one to remember for the Husqvarna rider.

Overall Individual Results – 2014 ISDE

1. Pela Renet (Husqvarna) 3:46:30.54; 2. Toby Price (KTM) 3:47:15.83; 3. Kailub Russell (KTM) 3:49:58.80; 4. Matthew Phillips (KTM) 3:50:15.65; 5. Joshua Strang (Yamaha) 3:51:50.76; 6. Loic Larrieu (Husqvarna) 3:52:15.23; 7. Ivan Cervantes (KTM) 3:52:25.25; 8. Christophe Nambotin (KTM) 3:52:35.66; 9. Michael Brown (Husqvarna) 3:52:51.27; 10. Thad Duvall (Honda) 3:54:06.11... 18. Jaume Betriu (Husqvarna) 4:01:31.87; 19. Dennis Schroeter (Husqvarna) 4:01:31.94...



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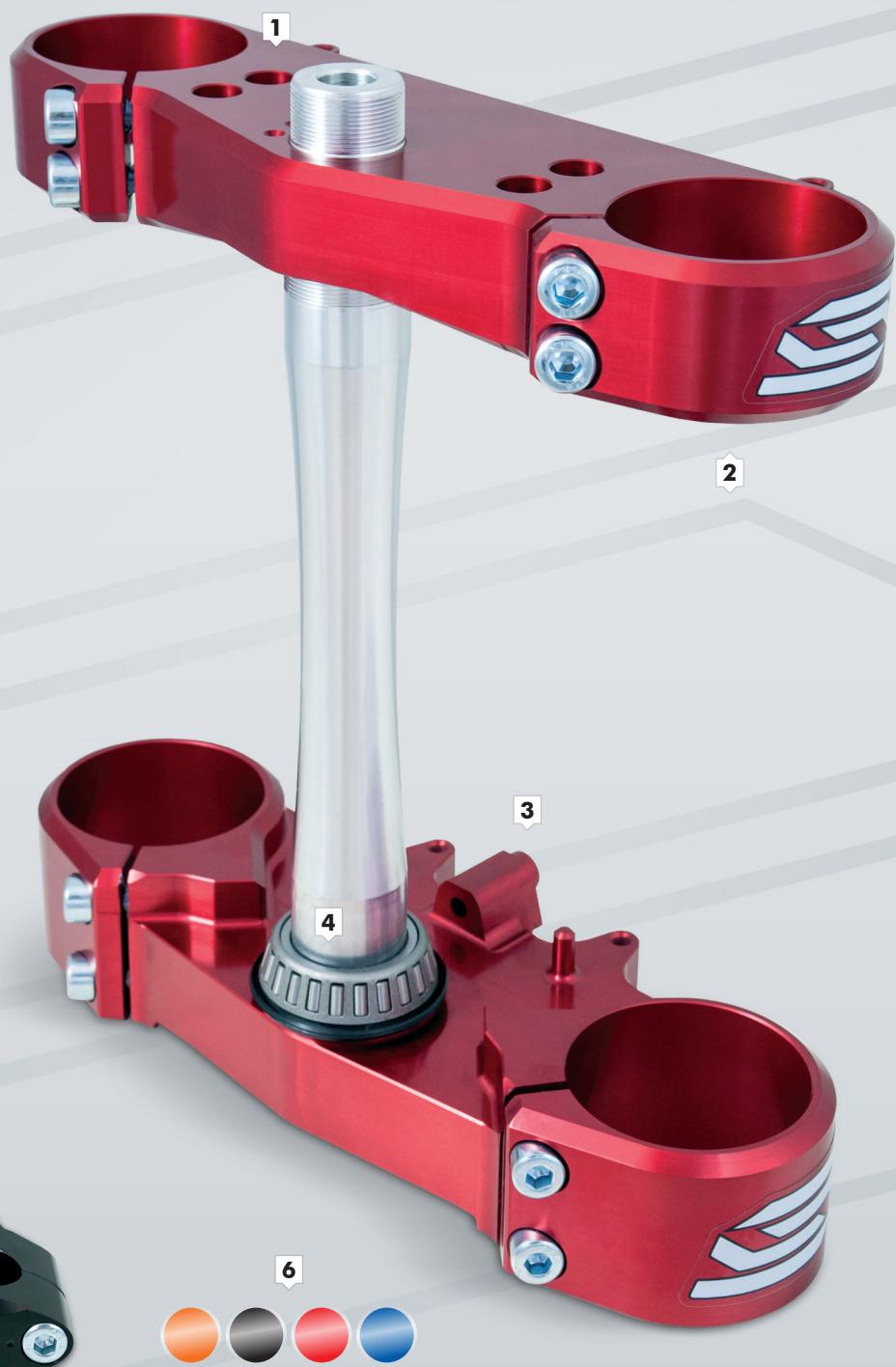


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Massimo Zanzani image

JEREMY VAN HOREBEEK



Sometimes a rider looks to have that something special, something that stands out among others to produce something dramatic, and some riders need time to produce something magic, their work ethic standing out to create their own piece of success. Jeremy Van Horebeek is for sure one of those riders who works hard and brings surprised each and every season.

Jeremy Van Horebeek is determinedly following in the footsteps of other Belgian motocross giants as the leading light of the current generation in the FIM Motocross World Championship. With Belgium carrying such weighty stock in the sport thanks to names like Geboers, Jobe, Smets and Everts there has been pressure on the shoulders of 'Jvh' since he burst onto the Grand Prix scene in 2007 to follow suite and maintain the train of success.

Van Horebeek was 24 years old at the start of the 2014 racing season, his second in the premier class of the FIM competition – completed a five year education at the top and through the MX2 category, celebrating his first Grand Prix success just three campaigns into his career. In 2012 the speed, fitness and experience came together for his most consistent season to-date and Jvh finished in the top three in twenty of the thirty-two motos run that year. Recording 10 podiums in his last attempt at MX2 (he had reached the age ceiling of 23 for the class) a switch to MX1 lay ahead and Van Horebeek excelled with more regularity for his second factory ride.

The Belgian was a persistent fixture in the top five of the blue ribbon division and on 450cc machinery. He came agonisingly close to a maiden MX1 podium on several occasions but his 431 points (only sustaining two DNFs from thirty-four motos) was ultimately good enough for seventh position in the table – the last ranking of the MX1 era – and was sufficient to convince Yamaha that he was the man to lead development on the new YZ450F in 2014. Van Horebeek closed 2013 with a superb victory as part of Team Belgium at the Motocross of Nations in Germany that was his fifth podium achievement representing his country.

The 2014 season was one of pure consistency as he reeled off podium after podium to finish second in the MXGP points standings and also help Team Belgium to another podium finish in the 2014 Monster Energy Motocross of Nations.

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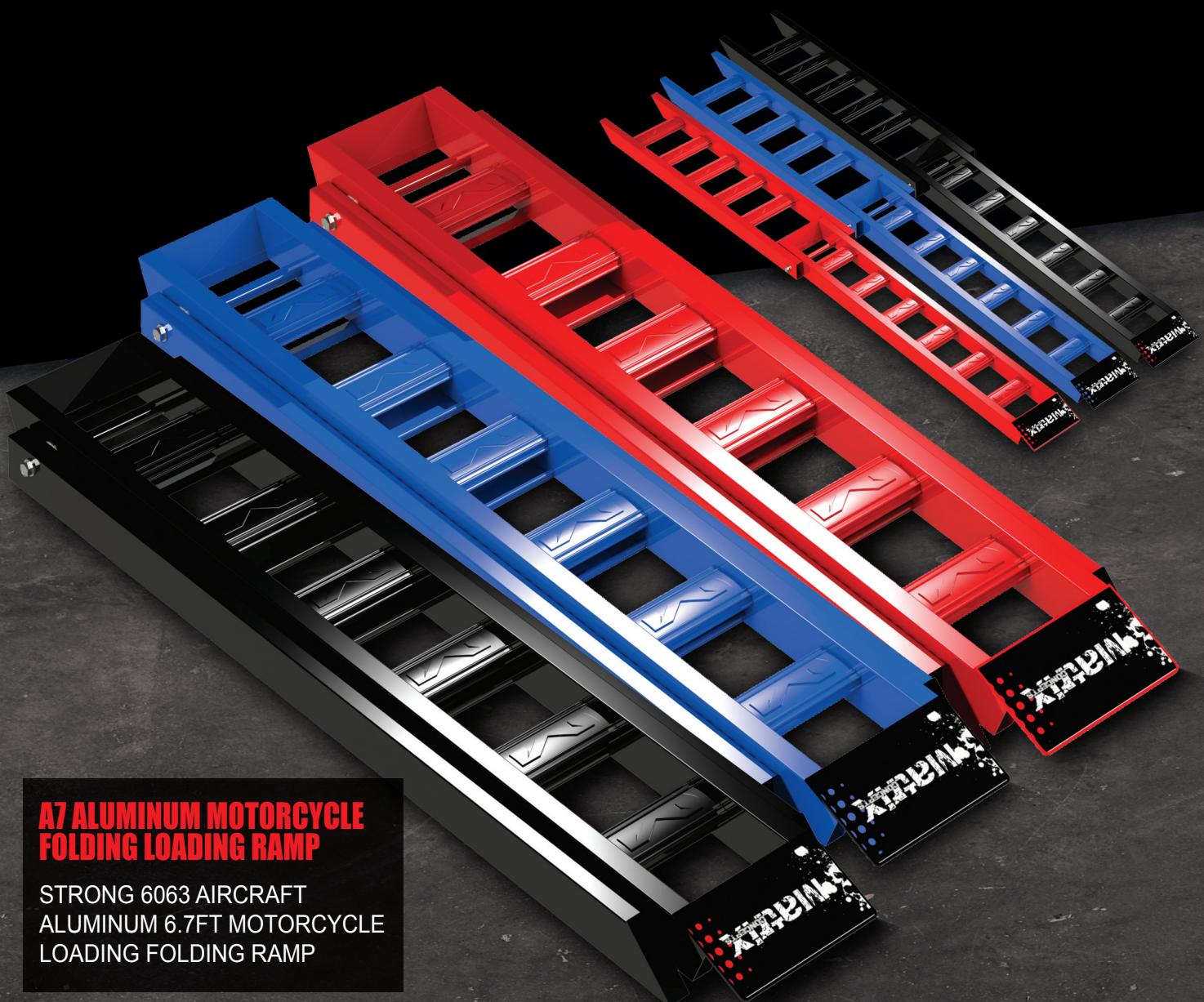
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